IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In Re Application of:)	
)	
Bruce ROYER, et al.)	Art Unit: 3627
)	
Serial No.: 09/826,023)	Examiner: James S. McLellan
)	
Filed: April 4, 2001)	
)	
For: **AUTOMATED EQUIPMENT**)	
MANAGEMENT AND RESERVATION)	
SYSTEM)	

Mail Stop Fee Amendment
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

CERTIFICATE OF MAILING

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Amendment, Commissioner for Patents, P.O. Box 1450,
Alexandria, VA 22313-1450 on **February 13, 2004**,
Express Mail Label No. **EV272830541US**,
by _____
/Bobbie-Jean Corbin

DECLARATION UNDER 37 C.F.R. 1.131

We the undersigned, BRUCE ROYER, RENEE ROYER, AND JOHN

TAYLOR, submit this declaration in support of the above-

referenced patent application and declare as follows:

1.   We are employed by the assignee of the present

application, U-Haul International, Inc. ("U-Haul") and were so

employed at all times relevant to this declaration.

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2.   We are the inventors of the subject matter claimed in the above-referenced patent application.

3.   We understand that the Examiner responsible for the above-referenced application has asserted as prior art a published patent application to Swart, U.S. Patent Application Publication No. US 2002/0099613 ("Swart"), which claims priority from U.S. Patent Application No. 09/594,419, filed on June 14, 2000.

4.   Our work in conceiving and reducing to practice the invention described and claimed in the above-referenced patent application occurred before June 14, 2000, as further explained below.

U-Haul's Equipment Rental Business

5.   U-Haul's business includes the rental of a variety of moving-related equipment, such as trucks, trailers, and tow dollies.

6.   To facilitate the management of its rental equipment business, U-Haul organized several marketing companies having different geographic territories. These marketing companies are wholly-owned subsidiaries of U-Haul International, Inc. Each marketing company utilizes a number of U-Haul rental centers and dealers who maintain and provide equipment to customers at their various locations.

7.   Customers wishing to rent equipment from U-Haul may make a reservation directly with a rental center or dealer,

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or through a centralized sales and reservations department within U-Haul.

8. The marketing companies utilize numerous rental centers and dealers to provide equipment to customers. As a result, each marketing company has created a traffic department with responsibility for managing reservations and the availability of equipment at the various rental centers and dealers.

9. Because of the large number of reservations, types and amounts of equipment, rental centers and dealers, at one time the various traffic departments used "white boards" on which they manually tracked the status of reservations and the availability of equipment at the rental centers and dealers within their purview. As new reservations came in and as equipment was dispatched from or received by a particular center or dealer, the white boards had to be updated to reflect changes to the reservations and inventory.

Development of the Claimed Invention

10. Before June 14, 2000, we conceived and reduced to practice an equipment and reservation system embodying the invention described and claimed in the present application. The system was implemented using a computer program referred to as "MicroTraffic."

11. Prior to June 14, 2000, the MicroTraffic program was loaded onto servers maintained and controlled by the traffic departments of various U-Haul marketing companies. Also before

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that date, the program was functional and the equipment and reservation system worked for its intended purpose. At all times prior to the filing date of the present application, MicroTraffic was used only by U-Haul employees and was not used by the rental centers or dealers. Only U-Haul employees within the marketing companies could access terminals displaying the various user interfaces to the program.

12. The MicroTraffic program was modified at various times prior to June 14, 2000. Initial versions of the program were written in the Foxpro database language. However, later versions were written in Visual Foxpro. Attached as Exhibits A to R hereto are true and correct copies of a variety of documents describing the operation of the Foxpro version of MicroTraffic that was last used before the conversion to Visual Foxpro.

13. Attached as Exhibit A hereto is a true and correct copy of a directory listing of the set of files which comprised the last version of the Foxpro MicroTraffic program. The directory listing was printed on February 10, 2004. However, it shows the date on which each file comprising the Foxpro version of MicroTraffic was last revised. As the Exhibit indicates, the files entitled "findrecv.sct," "findres.sct," and "findresv.sct," were last modified on October 22, 1999, indicating that the listed files comprise the version of MicroTraffic which was loaded onto marketing company servers and in use by U-Haul on that date.

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14. To prepare this declaration, the version of MicroTraffic which was in use as of October 22, 1999 was rebuilt from the files listed in Exhibit A to create an executable file capable of generating the various user screens. Printouts of the user screens are attached as Exhibits B to P hereto and are described as follows:

a. Attached as Exhibit B hereto is a true and correct copy of a print out of the MicroTraffic main menu.

b. Attached as Exhibit C hereto is a true and correct copy of the MicroTraffic Reservation Summary Screen. The dates of the reservations are provided on the left hand side. The specific dates shown on the Exhibit are based on the rebuild date of February 10, 2004. The rows identify the various types of equipment reserved on each day. The "site scope" feature shown in the upper left hand corner of Exhibit C allowed the user to generate a reservation summary for the entire marketing company ("MCO"), or for a particular city, route or dealer. The "reservation scope" feature shown in Exhibit C allowed the user to generate reservation summaries for confirmed reservations, tentative reservations, and canceled reservations, respectively.

c. Attached as Exhibit D hereto is a true and correct copy of the MicroTraffic Reservation Summary screen in which the "selection scope" feature has been selected, resulting in the appearance of a drop-down menu. As the drop-down menu indicates, users could create a summary for all reservations, for in-town reservations only or for one-way reservations only.

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d.   Attached as Exhibit E hereto is a true and correct copy of the MicroTraffic Equipment at Site Screen. The rows identify different types of equipment by two-letter designations. The columns identify various sites within the purview of the relevant marketing company. Each entry in the table represents the amount of a particular type of equipment available at each site.

e.   Attached as Exhibit F hereto is a true and correct copy of the MicroTraffic Equipment at Site Screen with the site scope and status features selected to show that the user can tailor the display to identify the available equipment designated for one-way and in-town use.

f.   Attached as Exhibit G hereto is a true and correct copy of the MicroTraffic System Dispatch Screen. This screen enabled users to dispatch a piece of equipment from an origination location to a reservation location. Following the entry of a dispatch of equipment, the Equipment at Site Screen was updated to reflect the change in the amount of equipment of that type at the dispatching site.

g.   Attached as Exhibit H hereto is a true and correct copy of the MicroTraffic System Receive Screen. This screen enabled users to input the receipt of a piece of a equipment at a particular location. Following the entry of a receipt of equipment, the Equipment at Site Screen was updated to reflect the change in the amount of equipment of that type at the receiving location.

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h. Attached as Exhibit I hereto is a true and correct copy of the MicroTraffic Locate Equipment Screen. This screen enabled users to search for the location of a particular piece of equipment within the marketing company. Attached as Exhibit J hereto is a true and correct copy of the search result generated for the equipment identified in Exhibit I.

i. Attached as Exhibit K hereto is a true and correct copy of the MicroTraffic Reserved Equipment Detail Screen. This screen was generated by selecting a particular date of interest on the Reservation Summary Screen, Exhibit C.

j. Attached as Exhibit L hereto is a true and correct copy of a MicroTraffic Customer Reservation Screen. This screen was generated by selecting a particular reservation of interest on the Reserved Equipment Detail Screen, Exhibit K. The Customer Reservation Screen identifies the name and phone number of the customer as well as the customer's preferred pick-up location for the reserved equipment. It also identifies the date on which the customer will pick up the reserved equipment and the destination for the equipment. The Customer Reservation Screen also includes a number of buttons at the bottom. In Exhibit L, the Payment button has been selected, thereby generating the Payment Table near the bottom of the screen. The Payment Table allowed the user to store and retrieve the type and amount of payment, as well as a relevant credit card account number and expiration date.

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k.   Attached as Exhibit M hereto is a true and correct copy of a MicroTraffic Customer Reservation Screen with the Equipment button selected. The selection of the Equipment button generated the Equipment Table at the bottom of the screen. The Equipment Table contains information about the quantity, type, description and quoted rate for the equipment reserved by the customer.

l.   Attached as Exhibit N hereto is a true and correct copy of a MCO/Traffic Notes Screen for the reservation in Exhibit M. The Notes Screen was generated by selecting the Notes button at the bottom of Exhibit M.

m.   Attached as Exhibit O hereto is a true and correct copy of the MicroTraffic Towing Information Screen. The screen allows the user to input and retrieve details of a towed vehicle and the vehicle with which the customer intends to tow it. MicroTraffic also contained a feature whereby it checked the compatibility of the towing and towed vehicle. Attached as Exhibit P hereto is a true and correct copy of a print out of the screen generated by MicroTraffic when the program determined that the selected towing and towed vehicle were incompatible.

15.   Prior to June 14, 2000, the version of MicroTraffic which was in use at U-Haul generated a script for U-Haul personnel to use in calling customers to confirm their reservations. Attached as Exhibit Q hereto is a true and correct copy of an excerpt of the MicroTraffic source code. The comments in Exhibit Q were entered on March 16, 2000 and indicate that on

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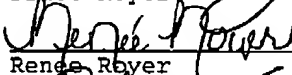or about that date the program was modified to include this script generating feature.

16.   Prior to June 14, 2000, the version of MicroTraffic which was in use at U-Haul updated the information contained in the various screens at regular intervals. Prior to that date, the program also checked whether an update had not occurred for a predetermined period of time. The program displayed a time stamp to the user, indicating when the last update occurred. When updates did not occur within a predetermined period of time, the program changed the color of the time stamp. Attached as Exhibit R hereto is a true and correct copy of an excerpt from the section of the Mictrotraffic source code that provided this color-coded time stamp function. The comment codes provided in Exhibit R were entered on April 20, 2000 and indicate the color-coding feature was added to the program on or about that date.

All statements made of our own knowledge are true, and all statements made upon information and belief are believed to be true. We have been warned that willful false statements are punishable by fine, or imprisonment, or both (18 U.S.C. 1001) and may jeopardize the validity of the application or any patent issuing thereon.
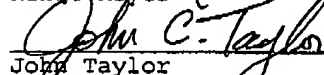
Dated: _2-13-2004_

Bruce Royer

Dated: _2.13.2004_

Renée Royer

Dated: _2.13.2004_

John Taylor

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